



## MEMORANDUM

To: Parks and Recreation Board

From: Jesus M. Olivares, Director  
Parks and Recreation Department

Date: December 14, 1999

Subject: Construction of Bentzin Boat dock at 4603 – 4511 Island Cove  
File No. SP-99-2197DS.

A request has been received from Signor Enterprises on behalf of Ben and Joan Bentzin to construct a boat dock at 4603 – 4511 Island Cove on Lake Austin.

The Parks and Recreation Department (PARC) staff has reviewed plans for the proposed boat dock and finds they meet the requirements of Article VI, Part E, (Requirements for the Construction of Boat Docks) of the Land Development Code.

Discharge of fill material into water of the United States requires a Section 404 Permit of the Clean Water Act. Therefore, a 404 permit must be obtained from the U.S. Army Corps of Engineers before the filling of the two existing slips.

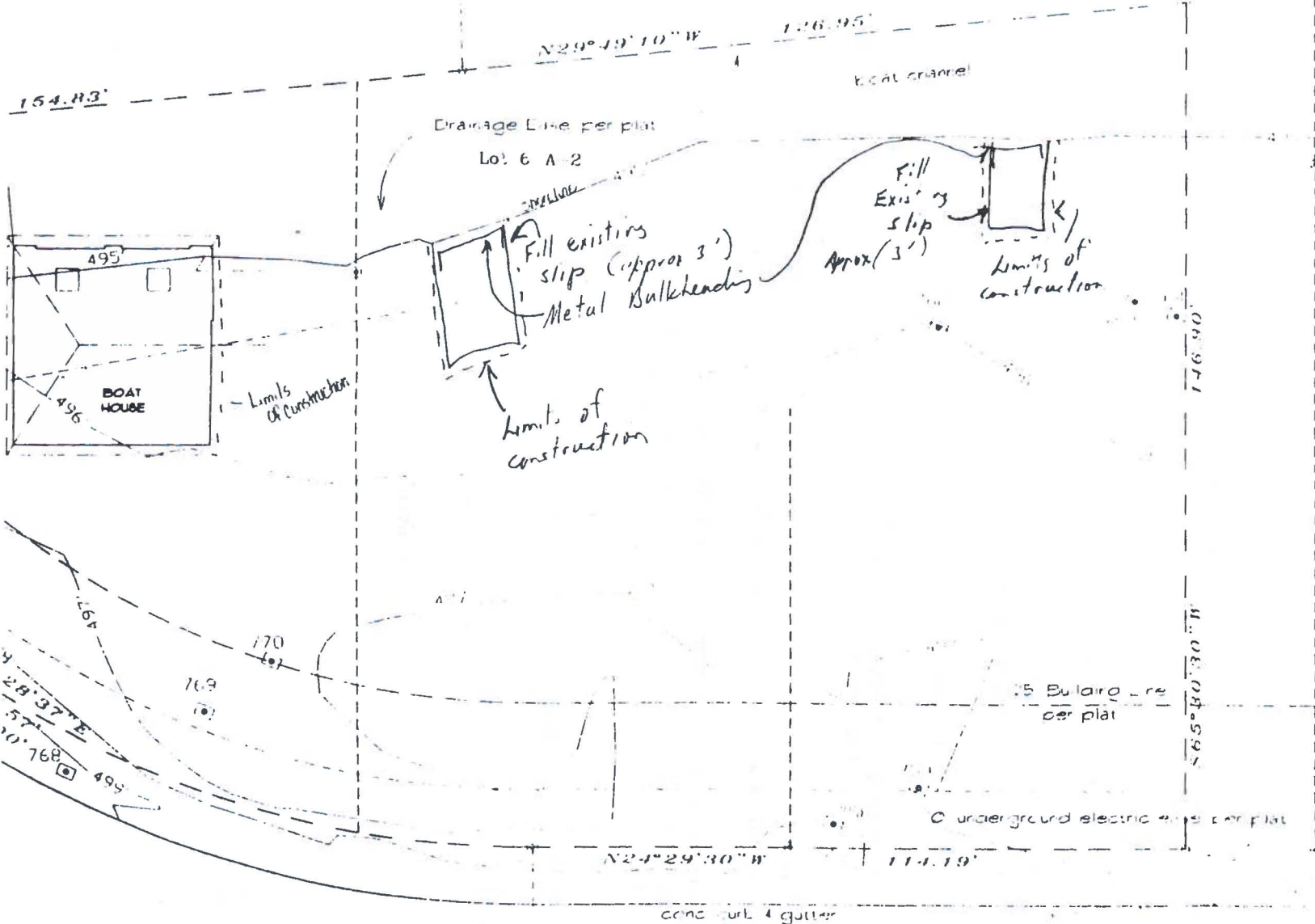
### RECOMMENDATION:

I recommend approval of the above request as detailed in the attached site plan.

Jesus M. Olivares, Director  
Parks and Recreation Department

Wrought Iron Fence  
( ) Record Bearing & Distance

N 2° 01' 50" W  
16.16'

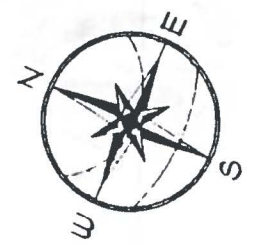


**INTERVIEW COVER CALC**

SPRINT 2018	1990	100
SPRINT 2018	1990	100
SPRINT 2018	1990	100
SPRINT 2018	1990	100
SPRINT 2018	1990	100
SPRINT 2018	1990	100
TOTAL	1990	100

**LEGAL DESCRIPTION**  
 1. 1990 A-1  
 2. 1990 A-2  
 3. 1990 A-3  
 4. 1990 A-4  
 5. 1990 A-5  
 6. 1990 A-6  
 7. 1990 A-7  
 8. 1990 A-8  
 9. 1990 A-9  
 10. 1990 A-10

**GENERAL SITE NOTES**  
 1. ALL UTILITIES ARE SHOWN AS LOCATED BY FIELD SURVEY.  
 2. ALL UTILITIES ARE SHOWN AS LOCATED BY FIELD SURVEY.  
 3. ALL UTILITIES ARE SHOWN AS LOCATED BY FIELD SURVEY.  
 4. ALL UTILITIES ARE SHOWN AS LOCATED BY FIELD SURVEY.  
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 8. ALL UTILITIES ARE SHOWN AS LOCATED BY FIELD SURVEY.  
 9. ALL UTILITIES ARE SHOWN AS LOCATED BY FIELD SURVEY.  
 10. ALL UTILITIES ARE SHOWN AS LOCATED BY FIELD SURVEY.



4603 ISLAND COVE  
(50' ROW.)

SITE PLAN

**REVISIONS**

NO.	DATE	DESCRIPTION
1	10/1/18	Initial Survey
2	10/1/18	Final Survey
3	10/1/18	Final Survey
4	10/1/18	Final Survey
5	10/1/18	Final Survey
6	10/1/18	Final Survey
7	10/1/18	Final Survey
8	10/1/18	Final Survey
9	10/1/18	Final Survey
10	10/1/18	Final Survey



**Signor Enterprises, Inc.**

512) 264-8300 Fax: 512) 264-8301  
17912A Hamilton Pool Road, Austin, Texas 78738

Date: Novmeber 30, 1999  
To: Director Parks and Recreation Department  
From: Signor Enterprises Inc.  
Subject: Dock permit, Legal address: Lot 6A-2 & 8A-2 Amendende Lots @ Island at Mt. Bonnell

We are requesting approval of a boat dock at 4603-4511 Island Cove for construction in Feb/March 2000.

The slip is to be built from steel pilings.

This additional construction should not adversely affect any shoreline erosion, drainage, or other environmental concerns.

Thank you for your consideration.

Terry Holley,  
Office Manager

cc: file



## MEMORANDUM

To: Parks and Recreation Board

From: Jesus M. Olivares, Director  
Parks and Recreation Department

Date: December 14, 1999

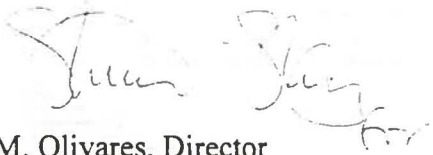
Subject: Construction of Nowlin Boat dock at 3327 Far View Drive  
File No. SP-99-2080DS.

A request has been received from Signor Enterprises on behalf of Lynda Courtney to construct a boat dock at 3327 Far View Drive on Lake Austin.

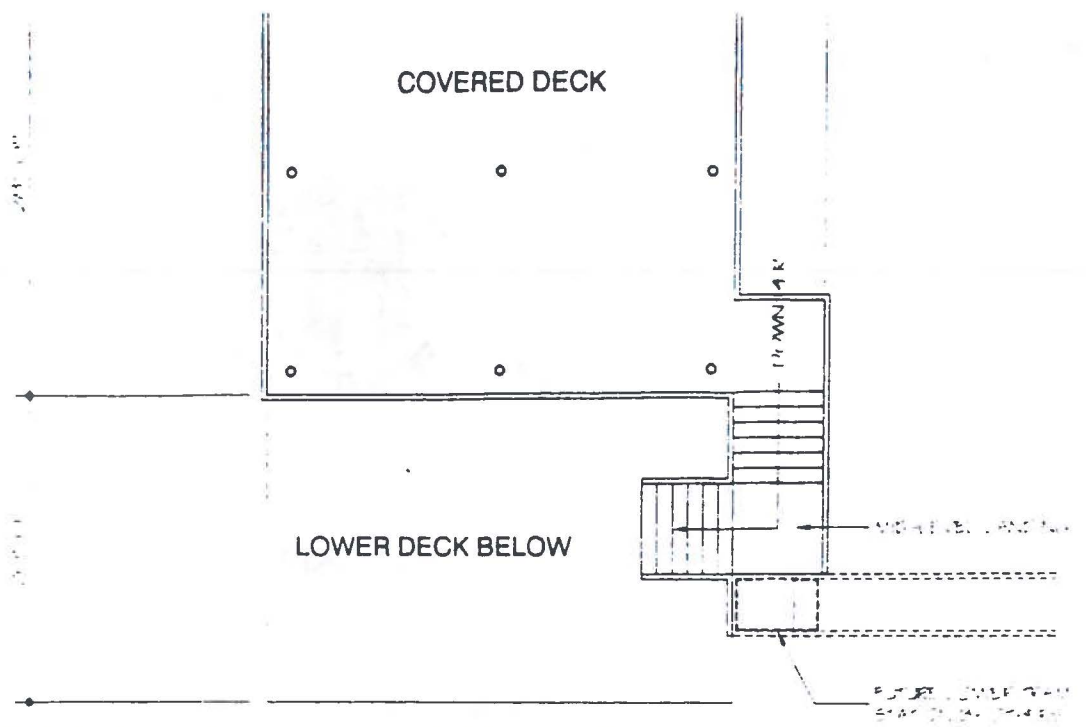
The Parks and Recreation Department (PARD) staff has reviewed plans for the proposed project and finds they meet the requirements of Article VI, Part E, (Requirements for the Construction of Boat Docks) of the Land Development Code.

### RECOMMENDATION:

I recommend approval of the above request as detailed in the attached site plan.

  
Jesus M. Olivares, Director  
Parks and Recreation Department

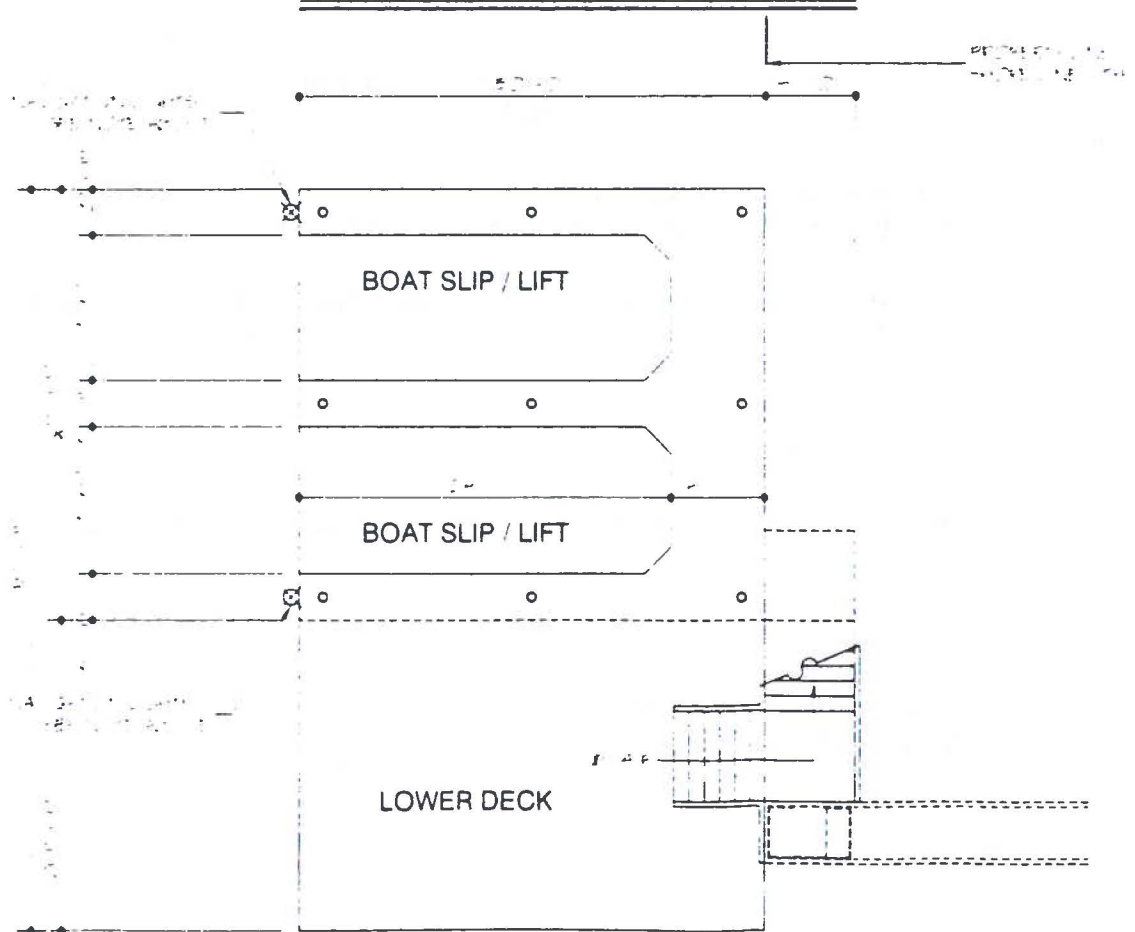




NOTE: EACH TWO-BULB NAVIGATION LIGHT STATION WILL NOT EXCEED A MAXIMUM OF 25 WATTS FOR BOTH BULBS

### UPPER LEVEL PLAN

1/8"



### LOWER LEVEL PLAN

1/8"



**Signor Enterprises, Inc.**

512) 264-8300

Fax: 512) 264-8301

17912A Hamilton Pool Road, Austin, Texas 78738

Date:

*7/7/99*  
~~June 9, 1999~~

To:

Director Parks and Recreation Department

From:

Signor Enterprises Inc.

Subject:

Dock permit, Legal address: Lots 4/5 Riverpointe Subdivision

We are requesting approval of a boat dock at 3327 Far View Drive for construction in July/Aug. 1999.

This additional construction should not adversely affect any shoreline erosion, drainage, or other environmental concerns.

Thank you for your consideration.

Terry Holley,  
Office Manager

cc: file



## MEMORANDUM

To: Parks and Recreation Board

From: Jesus M. Olivares, Director  
Parks and Recreation Department

Date: December 14, 1999

Subject: Construction of Wendlandt Boat dock at 1716 Channel Road  
File No. SP-99-2068DS.

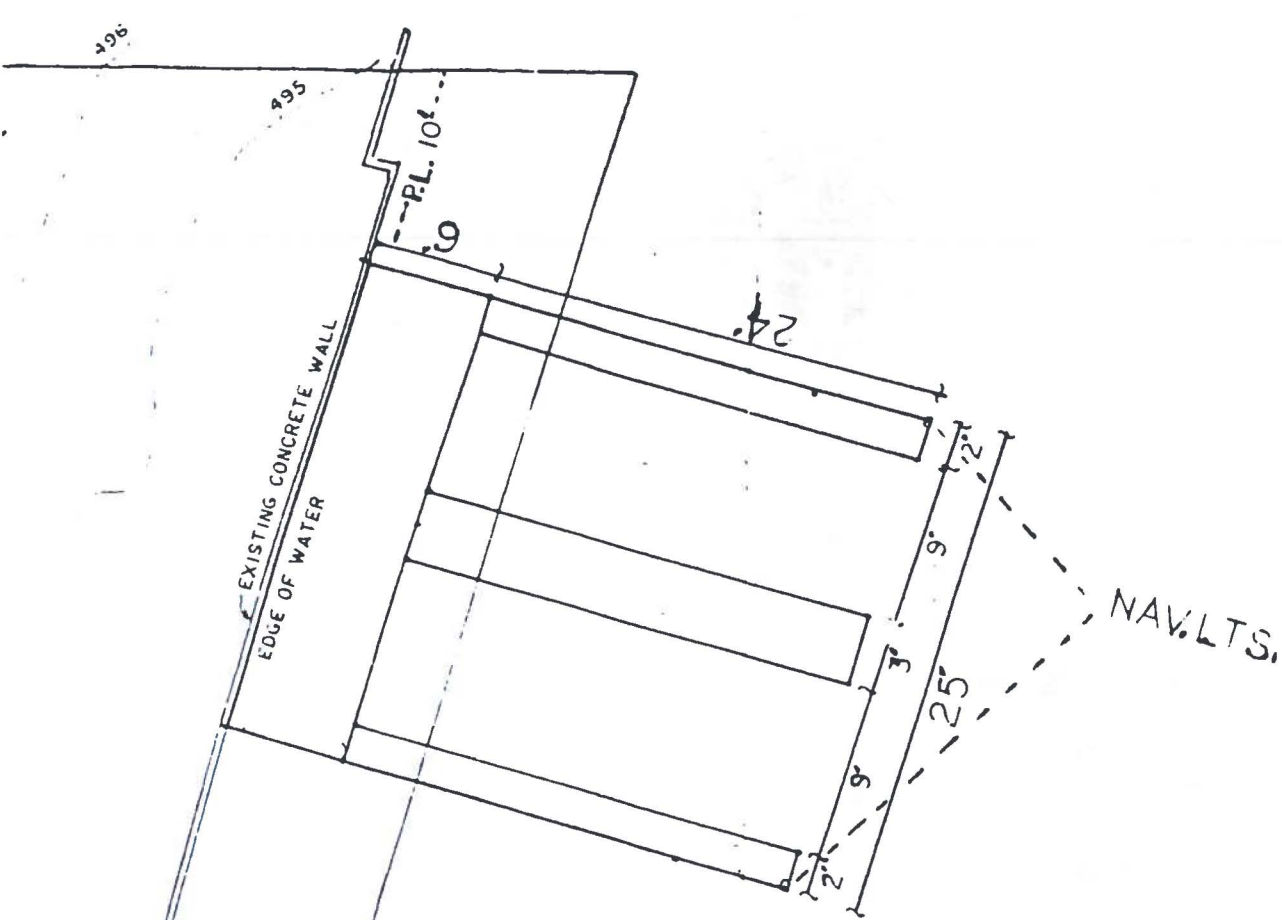
A request has been received from Jerry Lee on behalf of Buddy Wendlandt to construct a boat dock at 1716 Channel Road on Lake Austin.

The Parks and Recreation Department (PARC) staff has reviewed plans for the proposed project and finds they do not meet the requirements of Article XIII, Section 25-2-1176, (Regulations for the Construction of Boat Docks) of the Land Development Code. The proposed docks exceed 20 percent of the shoreline width of the land on which the structure is to be constructed.

### RECOMMENDATION:

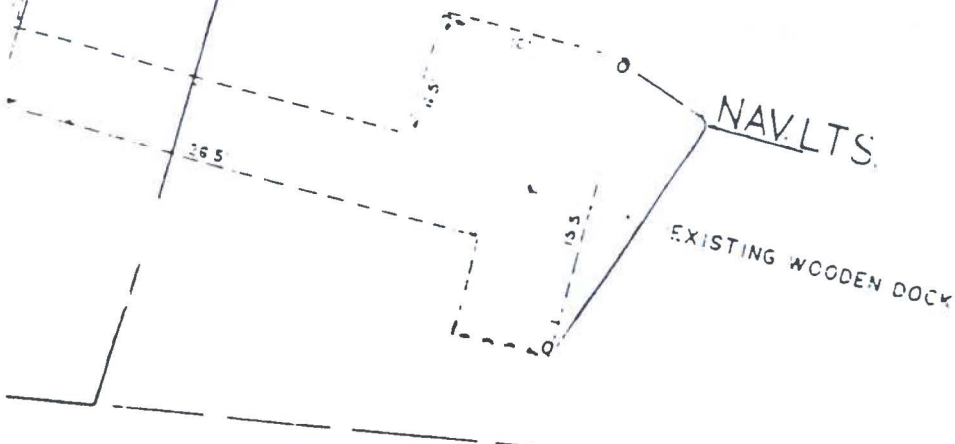
I do not recommend approval of the above request as detailed in the attached site plan.

Jesus M. Olivares, Director  
Parks and Recreation Department



S39°30'E 94.67'

NOTES:  
 MAXIMUM DISTANCE THE STRUCTURE WILL  
 EXTEND INTO THE LAKE IS 30'  
 EROSION/SEDIMENTATION CONTROLS WILL BE  
 PROVIDED, IF REQUIRED, PER LAND DEV. CODE  
 SECTION 13-7-14.  
 THE CONTRACTOR WILL PROVIDE TEMPORARY  
 STORAGE OF SPOILS AND CONSTRUCTION  
 EQUIPMENT AND FOR THE RESTORATION  
 OF DISTURBED AREAS PER LAND DEVELOPMENT  
 CODE SECTIONS 13-17-15 AND 13-17-20.  
 ALL WORK SHALL COMPLY WITH THE APPLI-  
 CABLE ENVIRONMENTAL REQUIREMENTS.  
 MAXIMUM WIDTH OF DOCK IS 25'



October 3, 1999

Parks and Recreation Department  
City of Austin

Re: Proposed Boat Dock  
1716 Channel Road

Dear Sirs:

I am requesting a variance from the 20% frontage limitation in order to construct a boat dock at my home. The variance is justified for the following reasons:

- 1) This property has been in my family for over 50 years. The property currently has a wooden pier that covers approximately 15% of the waterfront. This pier was originally built in the late 1940's or early 1950's and has been the primary usage of the property for my children and grandchildren. It would be very difficult sentimentally to remove the pier in order to build a boathouse.
- 2) The property also had a boathouse for many years. The boathouse was torn down because it had deteriorated, but the concrete footings are still visible in the lake.
- 3) I am 75 years old and in reasonably good health. However, bouts with cancer, an aortic aneurysm and other ailments make it very difficult for me to launch and retrieve a boat from a ramp. Although the property has been in my family for many years, I only gained individual ownership in 1984. It was always my intention to build and live on this property, but I was not financially able to do this until recently.
- 4) The property is substantially wider than most of the nearby properties. Therefore, the requested variance would not detract from the view of the shoreline. Additionally, most of the nearby properties exceed the 20% limitation, most likely because the shoreline structures are quite old.
- 5) The proposed boathouse contains two slips. This is to enable me to use my fishing boat and to enable my children and grandchildren to use their ski boat.

I greatly appreciate your consideration of this request.

Yours truly,

  
Henry Wendlandt, Jr.





## MEMORANDUM

To: Parks and Recreation Board

From: Jesus M. Olivares, Director  
Parks and Recreation Department

Date: December 14, 1999

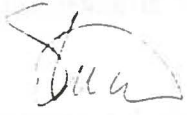
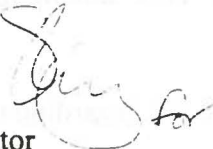
Subject: Texas Rowing Center Boat Dock

A request has been received from Matt Knifton on behalf of the Texas Rowing Center to expand and replace existing rowing dock on Town Lake.

The Parks and Recreation Department (PARC) staff has reviewed plans for the proposed project and finds they meet the requirements of Article VI, Part E, (Requirements for the Construction of Boat Docks) of the Land Development Code.

### RECOMMENDATION:

I recommend approval of the above request as detailed in the attached site plan.

   
Jesus M. Olivares, Director  
Parks and Recreation Department

TEXAS ROWING CENTER  
ON TOWN LAKE  
451-0898

November 10, 1999

Mr. Randy Scott  
PARD  
200 S.Lamar  
Austin, Texas 78701

Dear Mr. Scott:

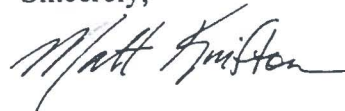
As you know, Texas Rowing Center has requested approval from the Parks and Recreation Department to expand and replace our dock. This letter clarifies our dock expansion plan. Attached is a copy of an aerial photograph with a superimposed image of the proposed dock as expanded. The scale in the upper-left corner is accurate and each grid square represents one square foot. The diagonally shaded area indicates where the additional dock length will be added.

The expanded dock will be 120 feet long and 16 feet wide. It will be constructed of six 20 by 16 foot sections attached end to end by hinges. The new dock's wooden construction will be similar to the dock constructed by the Austin Rowing Club. The dock will have electric lights at each of the four corners. In addition, four lights will be placed on the waterside edge of the dock at 20 foot intervals (there will be a total of nine lights, seven will be on the waterside edge). The lights are indicated as red dots in the attachment. The new dock will be approximately eight feet further from the shore than the current dock, but no part of the dock will be more than thirty feet from the shore. This alteration will allow us to utilize two sides of the dock for boat docking.

The new dock will be anchored to the shore using two 16 foot by 12 foot ramps. The two ramps will be placed 20 feet apart. Each ramp will be hinged to the dock and hinged to the shore using two steel rods driven several feet into the ground. This "double-hinge" arrangement will allow the dock to rise and fall with the river.

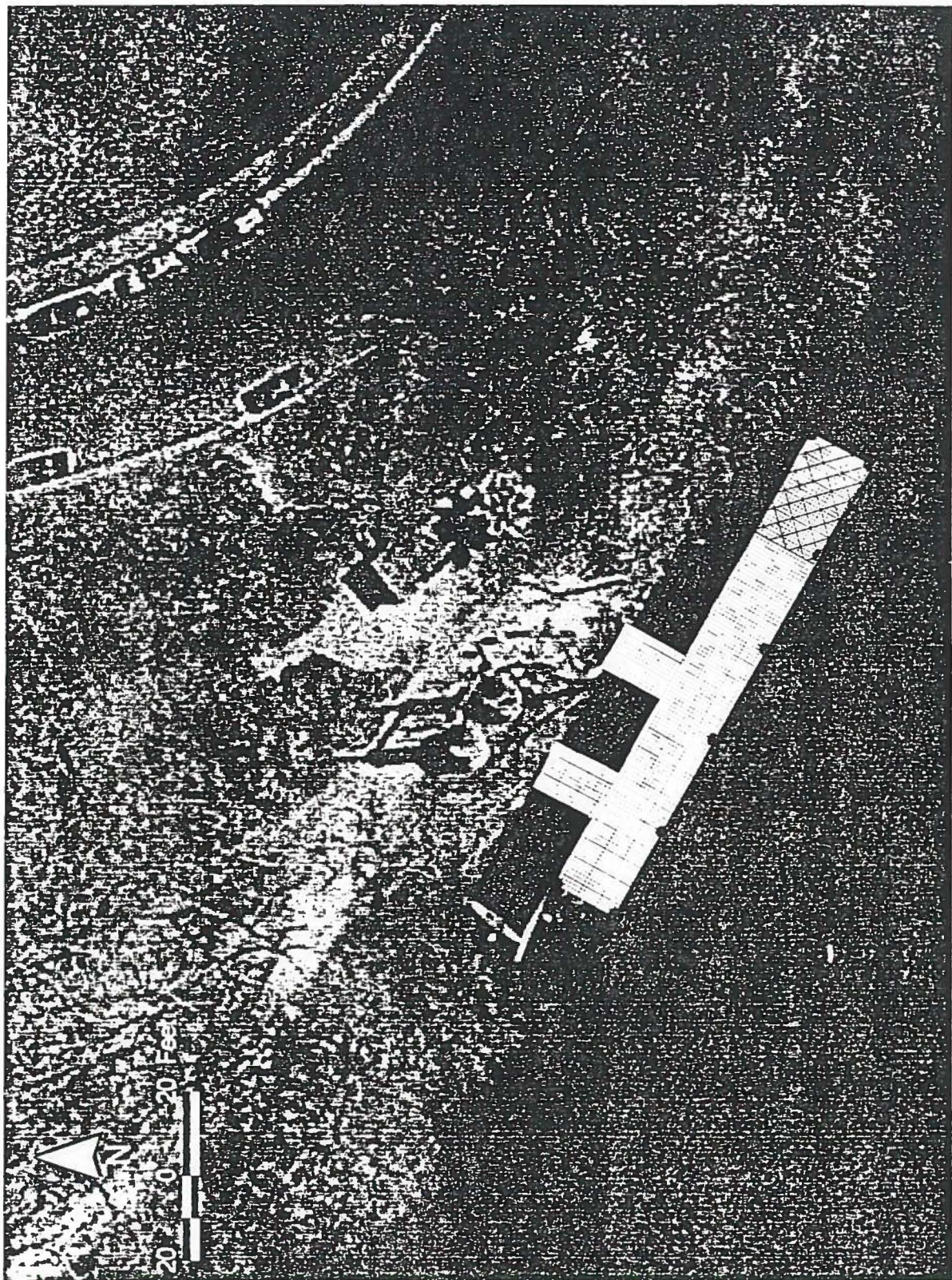
Please call me at 469-6120 if you have any questions regarding this dock expansion project. Thanks for your assistance.

Sincerely,



Attachment









## MEMORANDUM

To: Parks and Recreation Board

From: Jesus M. Olivares, Director  
Parks and Recreation Department

Date: December 14, 1999

Subject: Rowing Dock

A request has been received from Rachel Yates on behalf of the Rowing Club to construct a rowing dock on Town Lake.

The Parks and Recreation Department (PARD) staff has reviewed plans for the proposed project and finds they meet the requirements of Article VI, Part E, (Requirements for the Construction of Boat Docks) of the Land Development Code. The staff has recommended that the dock be a maximum of 120' in length parallel to the shoreline.

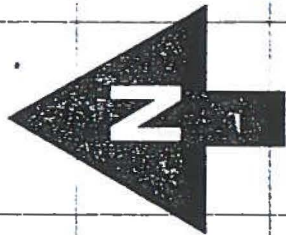
### RECOMMENDATION:

I recommend approval of the above request with staff recommendations.

A handwritten signature in dark ink, appearing to read "Jesus M. Olivares".

Jesus M. Olivares, Director  
Parks and Recreation Department





Floating Dock

20' x 120'

ADA access  
& ramp

15' x  
40'

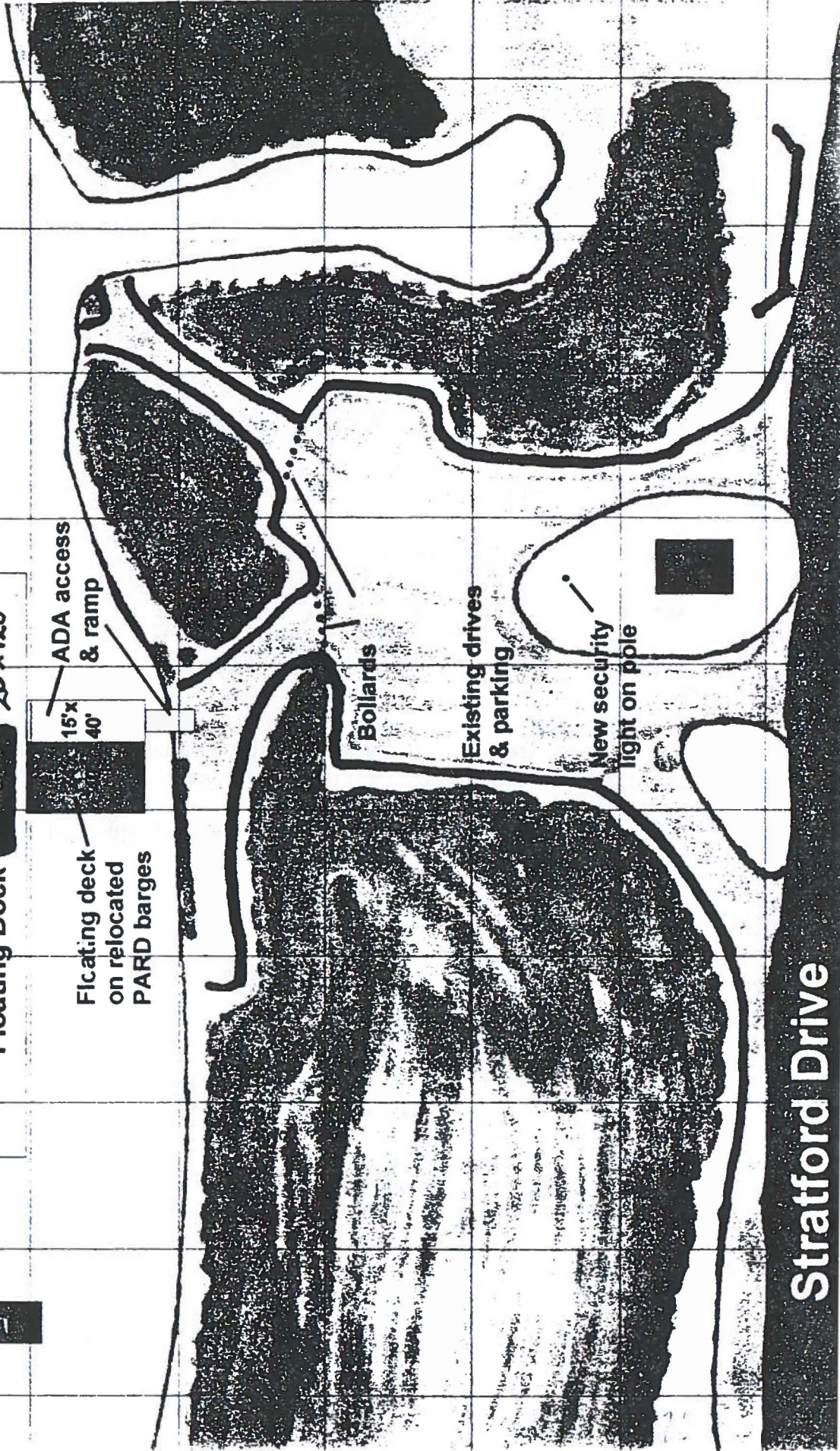
Floating deck  
on relocated  
PARD barges

Bollards

Existing drives  
& parking

New security  
light on pole

Stratford Drive







## MEMORANDUM

**TO:** Parks and Recreation Board Members

**FROM:** Jesus M. Olivares, Director  
Parks and Recreation Department

**DATE:** December 14, 1999

**SUBJECT:** Amendments to Strategic Partnership Agreement between City and Tanglewood Forest Limited District

Generally in the past, when the City has annexed a municipal utility district, the City has taken over the district's debts and assets and then dissolved the district. In 1997, when the City was preparing the largest annexation program in recent history, a Strategic Partnership Agreement (SPA) was negotiated with Tanglewood Forest MUD to allow the District to retain control of certain public services that the City would ordinarily take over pursuant to a typical annexation. Residents of Tanglewood Forest voted to separately tax themselves to pay for ownership and maintenance of their parks, operation of solid waste disposal, graffiti removal, park and recreation facility security, and median maintenance. The SPA allowed the City to annex the District without dissolving it, and allowed the District to remain as a "limited district" with those specific responsibilities.



Tanglewood Forest Limited District owns and operates their parks and recreation facilities, but the facilities are now open to the general public just as all the parks of Austin. ***The SPA specifically disallows the District to expand its parks system or to make renovations or replacements in excess of \$2500 without the City's written approval.*** The District's Board recently requested several amendments to the SPA to address these limitations. The proposed amendments, negotiated to the satisfaction of both myself and the District, will allow the District to expand its park system, ***upon the written approval of the City,*** and to make expenditures for maintenance or improvements of its park system, ***up to \$10,000 without the City's written approval.*** It is understood within the larger context of the SPA that such City approvals mean the Parks and Recreation Department.

I am comfortable with the proposed amendments because, in a little over a year, PARD staff have reviewed and approved all five (5) requests from the District, each in excess of \$2500, to make improvements to their parks and recreation facilities. PARD staff found in each case that

expenditures were justified and reasonable. After a year's test, I am confident that the ***expenditure ceiling may be raised to \$10,000*** with no negative consequences. The District has demonstrated its willingness to work with us.

In addition, it is possible the District could acquire parkland to improve the overall park system in this southwest part of the City without expenditure to the City. Certain District Board Members are interested in doing so. Therefore, I support the proposed amendment to allow the District to ***expand their park system with our approval.***

I recommend your approval of the proposed amendments, which will go to City Council for final consideration and action.



Jesus M. Olivares, Director  
Parks and Recreation Department

**PROTEST HEARING  
CAPITAL CRUISES  
SEPTEMBER 16, 1999  
RFP NO. LT98300121A  
PADDLEWHEEL BOAT CONCESSION**

A protest hearing was held this date at the request of Capital Cruises. Mr. Trey Dolezal, Attorney representing Capital Cruises presented the issues forming his basis for protesting. Susanne Brubaker, Purchasing Officer presided as Hearing Officer.

Attendees at the Hearing included the following:

Trey Dolezal, Attorney for Capital Cruises  
Mark Ledyard, Capital Cruises  
Louie Raven, Capital Cruises  
Sandy Zimmerman, Staff Attorney, City of Austin  
Jay Stone, Parks and Recreation Department, City of Austin  
Lydia Rodriguez Torres, Buyer, Purchasing Office, City of Austin  
Urcha Dunbar-Crespo, Contract Administrator, Purchasing Office, City of Austin  
Eddie Clark, Deputy Purchasing Officer, City of Austin

**BACKGROUND**

This solicitation is the second issued by the City of Austin for the Paddlewheel Boat Concession located on Town Lake. Two proposers, Lone Star River Boat and Capital Cruises submitted responses.

The first solicitation was issued July 27, 1998, and canceled on February 26, 1999, after a complete evaluation of the same two proposers' submittals. The cancellation was based on the fact that extensive requirements were left out of the RFP document. One of the two proposers felt the request for clarification was too extensive and beyond the context of the RFP. Consequently, staff decided to cancel the RFP, re-write the document including all necessary changes and re-issue the solicitation.

The new solicitation was issued March 8, 1999. A new evaluation team was chosen to prevent bias. The request for proposal closed April 12, 1999. And the only person still involved with the solicitation

process was the City's Purchasing Buyer. Interviews were conducted on May 20, 1999, with both proposers. The evaluation was completed on June 29, 1999 and proposers were notified of the recommended awardee to be made to the Parks and Recreation Board for their July 13, 1999 meeting.

That same day (July 9, 1999) of notification, Capital Cruises filed a letter of protest. A hearing date could not be agreed upon by Capital Cruises until September 16, 1999.

The protest issues are addressed in the sequence submitted by Trey Dolezal, attorney for Capital Cruises', protest letter.

1. The citing of Section 252.021, (a) of the Local Government Code as applying to this solicitation is incorrect since the section specifically refers to "an expenditure of more than \$15,000 from one or more municipal funds".
2. The claim of breach of confidentiality is purely supposition and unfounded. Practice and internal procedure is to keep all proposals under lock until the solicitation is completed. Neither party received their respective proposals nor any part of their competitor's proposals.
3. Safety record referenced in Section 252.0435 of the Local Government Code, (1) through (3) refers to the sealed bid process which requires that award be made to the lowest responsible bidder. However, "in determining who is a responsible bidder, the governing body may take into account the safety record of the bidder.....". This determination primarily of "responsible" is applicable to construction and service bids.

In the RFP process that was used in this solicitation, safety was a rated component in the scoring matrix and was given special attention by the evaluation committee and proposers.



Specific increase in the Lone Star and decrease in the Capital Cruises scoring was in part due to the fact that much more detail was provided by Lone Star in this proposal providing for a thorough assessment to be made. Also, the use of full-time versus part-time employees was felt to provide enhanced safety due to the continuity of training and experience.

4. Alleged scoring irregularity in the area of System Concept and Solution: Mr. Dolezal argued that the scoring was unfair because Capital Cruises' total points (%) decreased and Lone Star's increased during the second evaluation in spite of Capital Cruises' "custom designed electric boat and proposed operations with numerous endorsements..."

The proposed programs are very similar, i.e., the kinds of services provided, the types of excursions, and marketing plans, etc. What may have accounted for some scoring differences between the first and second evaluation committee could be the nostalgia of an authentic old paddlewheel driven boat compared to a new all electric powered boat that has the paddlewheel only for decoration, or it could be that the owner – operator concept was more appealing to the evaluation committee. I am not attempting to give a reason for the difference in scoring other than to note that there are differences between the proposers' concepts.

5. Scoring irregularity – Personnel Qualifications. Mr. Dolezal questions the change in scoring on the second evaluation wherein Capital Cruises' score dropped from 14.4 (15 Points total) to 10 compared to Lone Star's increase from 9.6 to 12. A review of the resumes submitted on the second evaluation lists five complete resumes for Lone Star. Three of the resumes are for the pilots; two are for the marketing and on boat services. Of the two back-up pilots, one is U.S. coast Guard certified, while the other is a retired Naval Officer with an unlimited Coast Guard Master's license. The primary pilot (owner) has a total of 11 years experience piloting the boat proposed.



Additionally, most of the employees with Lone Star have worked for the company for at least five years.

Capital Cruises' submitted three resumes. One lists the business manager's credentials; the other two are for the pilot and back-up pilot. Neither of the two resumes appear to have any navigational license or certification. It also appears that the remaining staff is temporary, part-time, generally comprised of college students.

It appears that Lone Star presented a more comprehensive and cohesive staffing plan than that of Capital Cruises'.

6. Scoring irregularity – Environmental Impact. Mr. Dolezal argued that the electric powered motors proposed by Capital Cruises and scored at 9.8 points in the first evaluation is clearly superior to the “20+ year-old polluting diesel motor” driven by Lone Star. Yet in the second evaluation, Capital Cruises slipped to 9.75 points while Lone Star increased from 5.2 to 8 points.

It is hard to argue that an electric powered boat is not less polluting than a diesel powered boat. There are some features in both boats, however, that may account for the scoring change.

For example, the diesel is new, a 1998 353 Detroit manufactured engine with high emission, and noise control standards. Both boats derive electric power from diesel generators, although the proposed power storage feature by Capital Cruises would require less operating time on the generator. The differences in scoring were almost four points, which do not appear to be that unreasonable.

7. Citing violation of 252-042 of the Local Government Code regarding the fairness and equal provisions governing the RFP process, Mr. Dolezal based his claim of violating this concept on the fact that the City changed the evaluation committee but did not change the purchasing agent (buyer) assigned to the solicitation. Mr. Dolezal argued that if one part of the process was changed, all parts should have been changed to avoid a potential bias from the buyer.

Since the buyer is a non-voting member on any evaluation committee and serves only to facilitate discussion, maintain procedural controls and tally individual scores, the potential bias cannot be reflected in point scores. Expressed preferences are not given by the buyer as part of the evaluating process. Although there may be an appearance of potential bias, the evaluation process does not elicit opinions from buyers other than on procedural matters.

8. Citing violation of 252.042 regarding fairness and equal based on the fact that Lone Star did not agree to respond to a lengthy supplement to the original RFP while Capital Cruises was amenable to responding to the supplement, Mr. Dolezal argued that there is no provision for an Offeror to refuse to respond to a supplemental request for information. Also, he claimed that the City allowed Lone Star to dictate the RFP process by their refusal to accept the supplemental request.

Both proposers were allowed an opportunity to discuss with City staff their agreement to respond to the request for supplemental information. Lone Star disagreed with the process; Capital Cruises agreed. Nothing in 252.042 prohibits discussions with proposers. City staff felt that it was important for both proposers to agree to the expanded process since there were significant changes in the information required, or the solicitation should be re-bid with all requirements contained in the solicitation documents. Since there was not agreement by both proposers, the item was re-bid.

9. Citing violation of 252-043 of the Local Government Code based on value of revenues submitted by both proposers because the original offer of Capital Cruises was 10% of gross receipts

compared to 7% of Lone Star and in the second proposal Lone Star was scored higher than Capital Cruises. Mr. Dolezal claimed that this difference was unsupportable.

The second solicitation required a minimum guarantee of \$15,000. Both proposers submitted revenue guarantees above that amount rather than a percentage of gross revenues, although Lone Star's guarantee was the higher. Additionally, the solicitation required a bank letter of credit on anticipated capital expenditures exceeding \$100,000. Capital Cruises proposed to borrow \$250,000 for a new boat, but they did not submit a Letter of Credit or any reason for not doing so.

10. Citing section 252.061 of the Local Government Code referencing the action of filing an injunction for contracts made 'without compliance with this chapter', the City could not act in non-compliance with Chapter 252 since it does not apply to contracts that do not involve an expenditure of City funds.

The City of Austin has standard procedures and processes for non-expenditure contracts that closely mirror those prescribed in Chapter 252 of the Local Government Code, but that is not required by State law.

Based upon the facts and reasoning, I find that:

- (1) The City did not error in its process or procedure;
- (2) The level playing field was maintained throughout both solicitations;
- (3) There were no irregularities in scoring on the information provided by both proposers in their written submittals and oral presentations to the evaluation committee;
- (4) There is not sufficient reason to either cancel and re-issue this solicitation or change the recommended awardee.

# The City of Austin Pedestrian Plan





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## I) Policy

- Improve street crossings
- More trails, paths, places to walk
- Better street lighting
- Enforcing pedestrian laws

## 2) Pedestrian Injuries

Data provided by the Texas Department of Public Safety and the Texas Department of Health shows that pedestrian injuries are a serious problem in Travis County<sup>1</sup>:

- 280 people were struck by motor vehicles and killed from 1980 to 1996.
- 16.7% of the 1,672 Travis County citizens killed in all motor vehicle crashes during this period were pedestrians.
- 27.6% of all pedestrians struck were either killed or incapacitated, the highest rate of serious injury per crash involvement of any travel mode.
- These fatalities resulted in 8,473 years of productive life lost in Travis County.

The injury data for pedestrian injuries is enlightening.

- Only 2 of the 71 pedestrians killed from 1990 to 1996 were crossing at an intersection or crosswalk. The other 69 people were killed while crossing away from an intersection.
- 64.4% of pedestrians who were struck by motor vehicles were considered to be in violation of traffic laws, 30.5% not to be in violation, and 5% unknown.
- Injuries sustained at intersections and crosswalks were much less severe than those sustained away from intersections.
- Pedestrians are more likely to be killed during hours of darkness: 35% of all pedestrian collisions occur then but these include 70% of fatal pedestrian collisions.

## C) The Four E's

To promote walking as a viable transportation choice, the City of Austin will implement an integrated program with four elements:

- **Engineering** of safe sidewalks and comfortable pedestrian environments.
- **Enforcement** of traffic laws for all roadway users and crime prevention to increase personal safety for people who choose to walk. Includes enforcement of jaywalking laws.
- **Encouragement** for people to walk instead of, or in addition to, driving.
- **Education** of all roadway users on safe and proper behaviors in traffic. Educate school-age children in safe pedestrian behavior.

Each of these four elements is necessary; any one alone is not likely to increase the number of walking trips. The data on pedestrian injuries suggests that education and enforcement will be particularly effective in reducing pedestrian injuries and deaths. Pedestrians must be informed of the traffic law requirements under which they can safely walk. Law enforcement officers must enforce traffic laws for pedestrians as well as motorists to reduce life-threatening collisions.

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<sup>1</sup> Trans-Texas Alliance, 1998. *Safe Communities Project*, section 8

- **Social space:** sidewalks should provide meeting places for people and places where children can safely participate in public life.
- **Sense of place:** a sidewalk corridor should contribute to the character of neighborhoods and business districts and strengthen their identity.

### **(c) Required Sidewalk Improvements**

The intent of the City of Austin is to provide for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming neighborhood livability. Part of this effort requires better sidewalk corridors. Pedestrians should be considered in all roadway and land development projects. Sidewalks should be built wherever possible in targeted pedestrian areas. Pedestrian signals should be included in all signal installation or modification. Intersections should be designed with the minimum crossing distances for pedestrians and refuge islands in the street where possible.

#### **1 Goal: Provide a more pedestrian-friendly transportation network.**

##### *1.1 Objective: Provide adequate accessibility to all planned land uses.*

The Americans with Disabilities Act requires a continuous, unobstructed circulation path within public sidewalks connecting pedestrian areas, elements, and facilities in the public right-of-way to accessible routes on adjacent sites.

##### *1.2 Objective: Create a network of sidewalks in targeted pedestrian areas that allows pedestrians to reach important destinations easily.*

1.2.1 Strategy: Include pedestrian improvements on all arterial and collector networks, and also on selected local urban streets in targeted pedestrian areas.

1.2.2 Strategy: Provide sidewalk connections to all transit stops, park and ride lots, and other public transportation facilities to support transit/walking trips.

#### **(i) Construction of New Streets in New Rights-of-Way**

All construction of new public streets shall include sidewalk improvements on both sides.

##### *1.3 Objective: Provide sidewalks, benches, shade trees, and other amenities wherever possible in new street construction.*

1.3.1 Strategy: Create incentives for developers, such as narrower pavement requirements on neighborhood streets or lower development fees, to incorporate pedestrian amenities.

#### **(ii) Street Improvements in Existing Rights-of-Way**

All roadway widening projects on existing streets will include sidewalk construction where feasible. Street improvements will be provided with sidewalk improvements on both sides of all Primary Roadways (frontage roads, collectors and arterials).

#### **(iii) Frontage Improvements on Existing Streets**

Sidewalk improvements will be required as part of all new infill building development on existing streets.

Where the existing street has no curb or is otherwise substandard and it is not practicable to construct full street improvements for a limited street segment, the City Engineer may require an interim path to be constructed.



Where two Primary Streets cross, crossing design should minimize the crossing distance and direct pedestrians across the safest route.

## **(ii) Neighborhood Sidewalks**

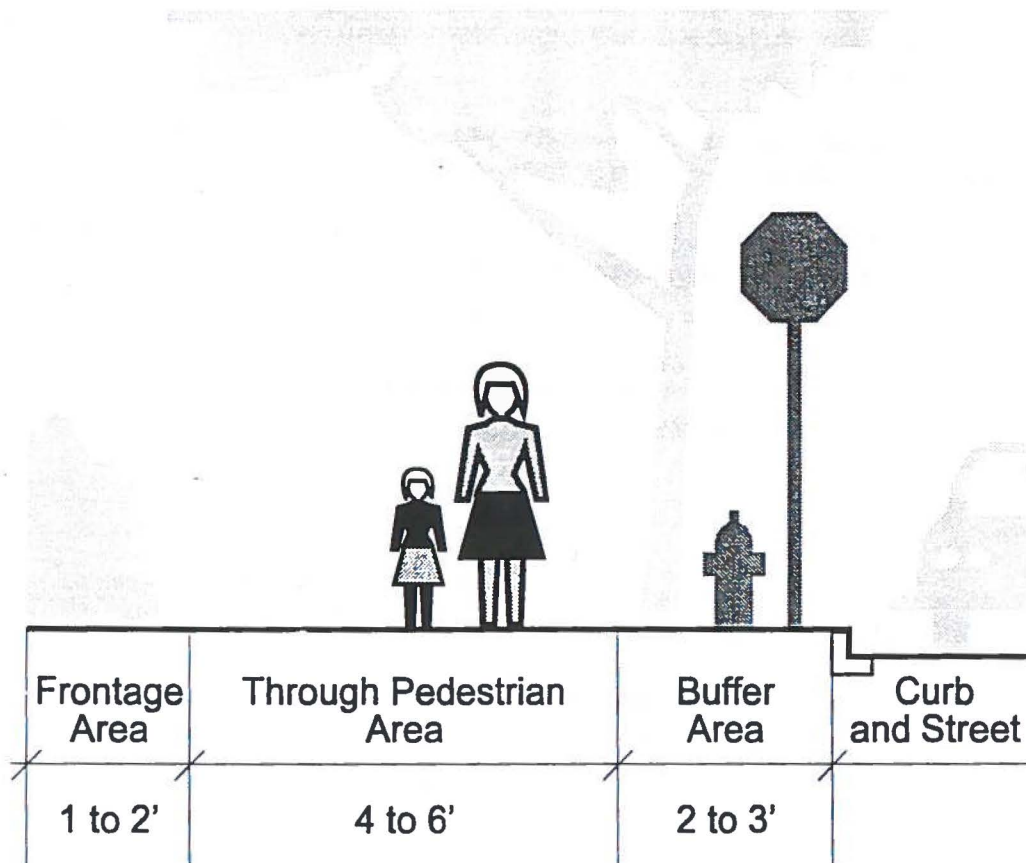
Neighborhood Sidewalks are intended to provide safe and convenient access to local destinations such as residential neighborhoods. All streets not classified as Primary Street Sidewalks are classified as Neighborhood Sidewalks.

### ***(I) Characteristics of a Neighborhood Sidewalks may include:***

- Usually located in residential areas on streets with low traffic volumes,
- May have many children walking or playing nearby,
- May be used for recreational activities and meetings between neighbors.

### ***(II) Design Treatment and Traffic Operations:***

Neighborhood Sidewalks should be located on both sides of the street. Design treatments such as street trees and on-street parking are desirable.



**Figure 3. Neighborhood Sidewalk Typical Section (adapted from the Portland Pedestrian Master Plan)**

Neighborhood Sidewalks in rights-of-way or easements without street facilities should be designed for both pedestrian and bicycle use with hard-surface materials and adequate width, and should be signed.

## **(iii) Off-Street Paths**

Off-Street Paths are intended to serve recreational and other walking trips.

providing a more compact mixture of residential, commercial, and employment centers to facilitate more walking as transportation.

City policies, regulations and practices must be amended to ensure progress toward the goal of a pedestrian-friendly environment.

- 2.8.6 Strategy: Create a network of trails using linear corridors such as rivers, creeks, lake fronts, and utility easements and barrier breaking structures.

## **2) Enforcement**

People must feel physically safe on sidewalks and in crosswalks before they will shift travel from a private automobile to walking. This can be accomplished partially through law enforcement.

### **(a) Traffic Law**

Every crash that occurs on City streets that is not the result of a mechanical failure, weather, or other physical difficulty is the result of a failure to obey traffic law. Traffic laws are created specifically to reduce the probability of crashes and conflicts in traffic, guided by principles that have emerged through experience. Statute traffic law is a reflection of the physical laws that control vehicles, the physiological laws by which humans operate, and the psychological principles that direct people's actions. When someone using the public right-of-way fails to observe these rules, either a pedestrian or a motor vehicle operator, someone is more likely to be killed or injured. For this reason, it is imperative that traffic laws be enforced vigorously and consistently to create an environment where people feel safe to walk.



## **(b) Criminal Law**

Many people do not feel safe walking, not because of fear of collision with a motor vehicle, but because of fear of crime. In order to create a comfortable pedestrian environment, pedestrians must feel secure walking in the public right-of-way. This can be partially accomplished through law enforcement.

### **5 Goal: Increase security for people who choose to walk.**

- 5.1 Objective: Increase visibility of police officers in areas with high pedestrian activity.*
- 5.2 Objective: Increase security with better lighting in areas with high pedestrian activity.*
- 5.3 Objective: Increase security by providing more public activity at the sidewalk through land use changes that allow more activity on the sidewalk.*

## **3) Encouragement**

### **6 Goal: Provide institutional encouragement for non-motorized travelers that will encourage people to choose walking.**

- 6.1 Objective: Provide institutional encouragement for non-motorized travelers.*
  - 6.1.1 Strategy: Require non-motorized element in transportation demand management programs.*
  - 6.1.2 Strategy: Create incentives for nonmotorized transportation, through parking buy-outs or other measures.*
  - 6.1.3 Strategy: Encourage the efforts of citizen pedestrian advocacy groups by providing information and support for their programs.*

### **7 Goal: Provide a pedestrian friendly institutional model for other agencies.**

The City is in the unique position to provide an example for other large employers in Austin.

## **(b) Education for Adults**

**9 Goal: Create a comprehensive education program to reduce accident rates among adults.**

*9.1 Objective: Teach drivers highway sharing courtesy, safe traffic behaviors, and competency.*

*9.1.1 Strategy: Conduct an educational campaign to explain "Walk/Don't Walk" signals.*

*9.2 Objective: Create mass market campaign to promote sober driving and walking.*

**10 Goal: Create an education program to inform pedestrians of traffic laws pertaining to them and the importance of following these rules.**

## **A) Pedestrian Facilities Inventory**

Option 1: Areas of high probable pedestrian use: High pedestrian activity areas and neighborhood surveys.

Option 2: All arterial and/or collectors inventoried, neighborhood streets within specified distance of schools, parks, retail, and community centers inventoried. Potential projects rated using Project Rating Matrix.

## **B) Project Selection**

Projects are selected using the Project Rating Matrix, shown in the appendix. This rating matrix uses factors related to pedestrian safety, network completion, maintenance costs, and other factors to determine which projects should have highest priority in the construction schedule.

### ***1) Neighborhood Sidewalks***

**1. Elementary Schools**

**2. Neighborhood Parks**

**3. Local Retail**

**4. Community Centers**

**5. Churches**

### ***2) Austin Transportation Study Roadway Plan Sidewalks***



## A) Introduction

The purpose of this section is to integrate the wide range of design criteria and practices into a coherent set of new standards and guidelines that over time will lead to city streets conducive to walking as well as driving. The guidelines balance the needs of all roadway users and physical constraints in the right-of-way. No mode or right-of-way use shall be considered to the exclusion of all others.

This section borrows many of the good ideas developed in the Portland Pedestrian Master Plan.

## B) Functional Divisions in the Sidewalk Corridor

The sidewalk corridor contains four distinct areas: a buffer area, through pedestrian area, frontage area, and crossing driveways (see Figure 7).

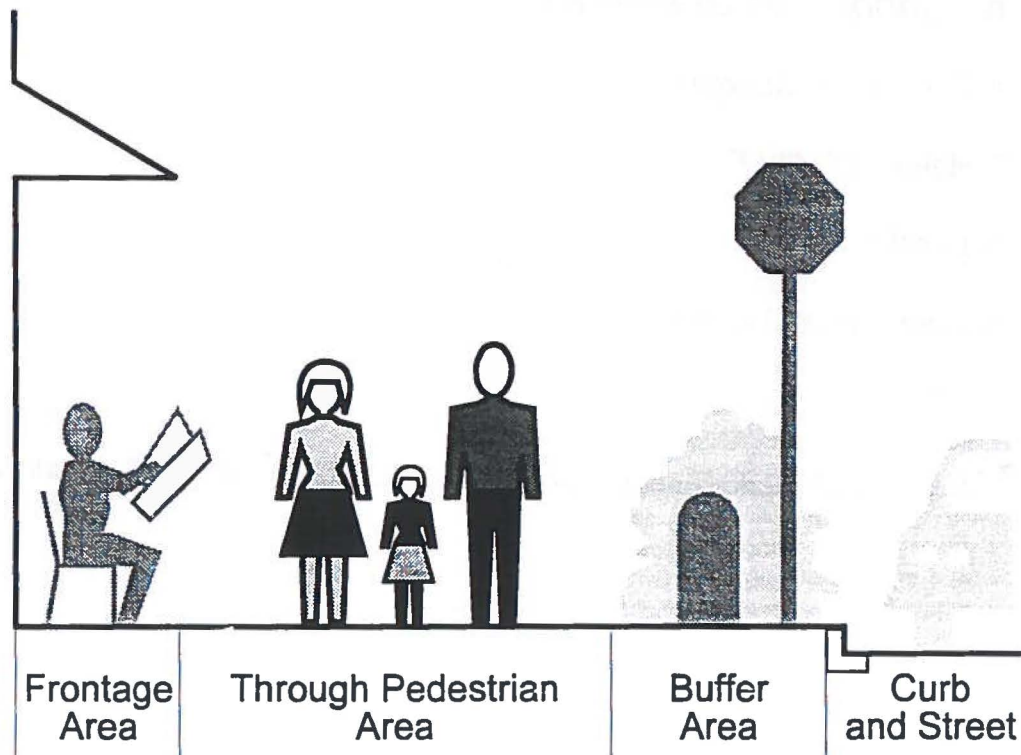


Figure 5: Sidewalk Areas (adapted from the Portland Pedestrian Master Plan)

### 1) Buffer Area

The buffer area protects pedestrians from the adjacent roadway to increase their comfort. This is the area where street trees, signal poles, utility poles, street lights, controller boxes, fire hydrants, signs, bicycle parking racks, parking meters, driveway aprons, grates, hatch covers, and street furniture are properly located. This space allows people to exit parked cars. If sidewalk vendors are present, this is the area they are allowed to operate in.

The buffer area should include trees wherever possible. Trees provide a canopy for protection from the Texas sun, and a sense of enclosure for pedestrians. In commercial areas, this area may be paved, with tree wells or planting pockets for trees, flowers, and shrubs. In most areas, however, the buffer area is not paved but landscaped with some combination of trees, shrubs, ground cover, lawn, or other landscaping treatments.

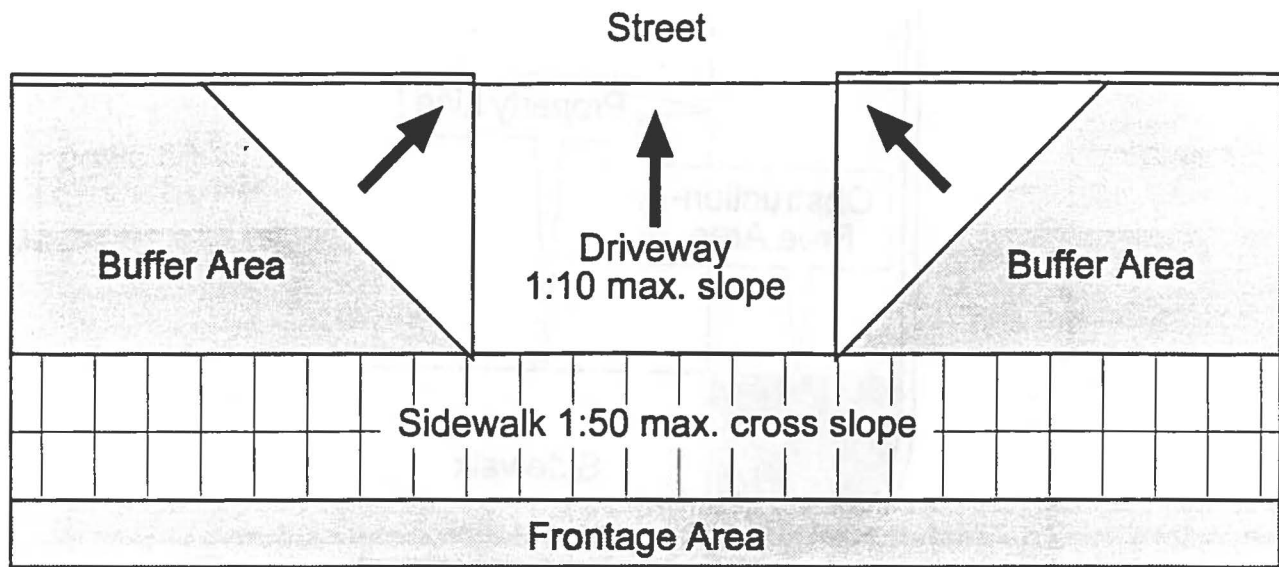


Figure 6. Preferred Driveway Design (adapted from the Portland Pedestrian Master Plan)

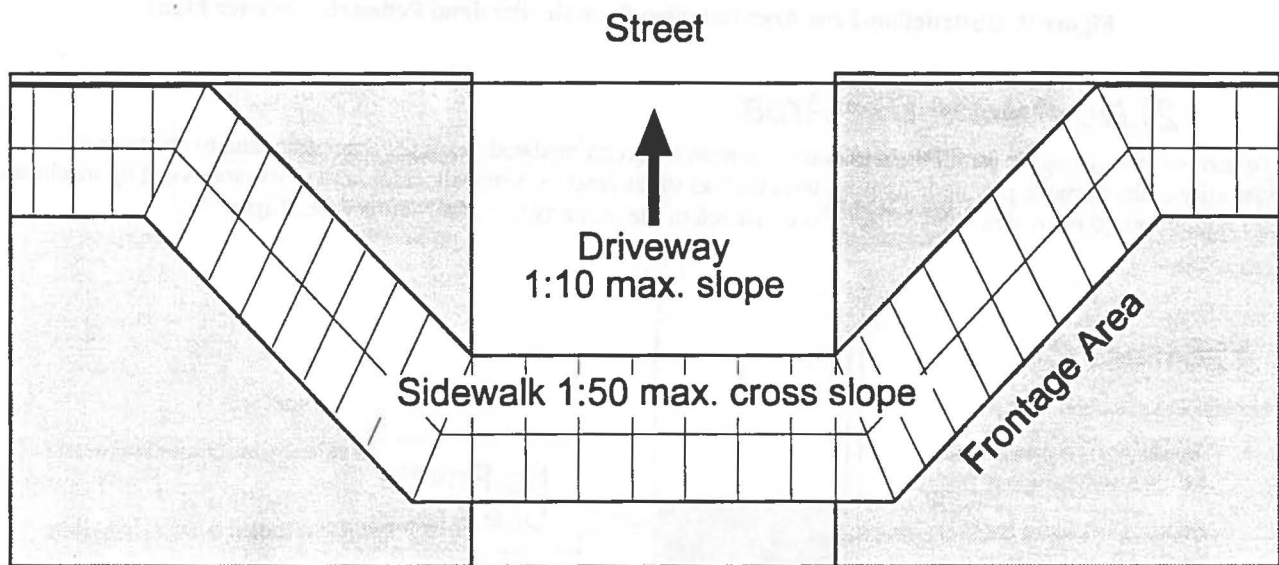


Figure 7. Diverted Sidewalk (adapted from the Portland Pedestrian Master Plan)

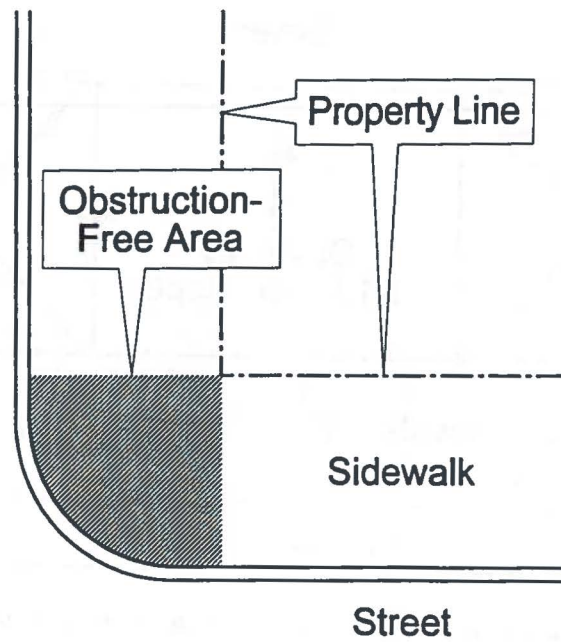


Figure 9. Obstruction-Free Area (adapted from the Portland Pedestrian Master Plan)

## 2) No Private Use Area

To provide enough space for all the hardware that must be accommodated near the corner area, and to ensure good visibility at the corners, private temporary uses such as street vendors, sidewalk cafes, and newspaper vending machines are not permitted in an area 5' back from the extension of the property line at any corner (see Figure 1 ).

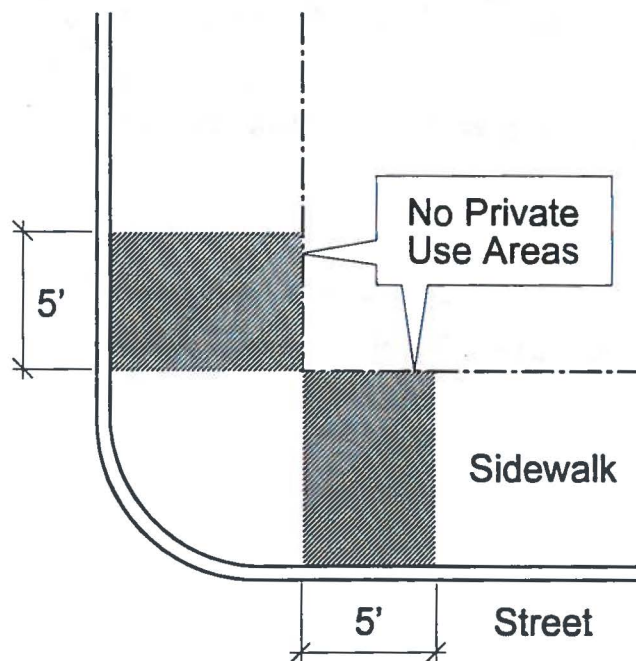


Figure 10. No Private Use Area (adapted from the Portland Pedestrian Master Plan)



### (a) Ramp Types

ADA defines two types of curb ramp systems, "perpendicular ramps" and "parallel ramps." The first has a ramp into a sidewalk, the second has a ramp into a landing that is flush with the street surface.

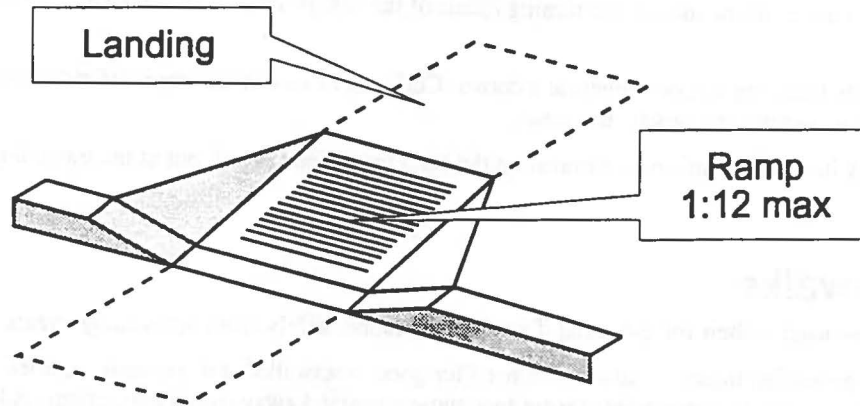


Figure 13. Typical Curb Ramp

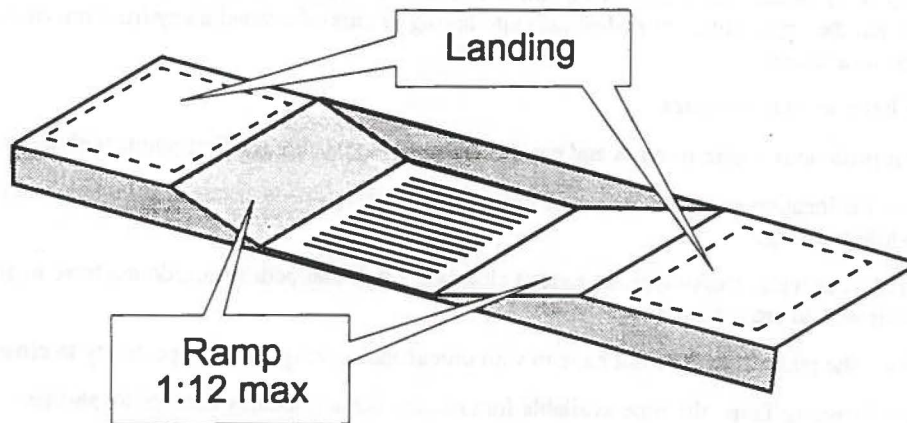


Figure 14. Dropped Landing Ramp

Each ramp must have a landing at the top and bottom. The maximum ramp slope in the right-of-way is 1:12 with a cross slope of not more than 1:50. The minimum width of a ramp is 3'. Each landing should be at least 4' long and as wide as the ramp. If a ramp runs directly into a crosswalk, the landing at the bottom will be in the roadway. The landing in this situation must be entirely within the crosswalk and should have a running slope of less than 1:16.

If a ramp lands on a dropped landing within the sidewalk or corner area where someone in a wheelchair may have to change direction, the landing must be a minimum of 5' long and at least as wide as the ramp, although a width of 5' is preferred. The landing may not slope more than 1:50 in any direction.

A single landing may serve as the top landing for one ramp and the bottom landing for another.

### (b) Ramp Textures

Ramps and dropped landings that lead directly to the roadway should have a surface that is finished with textures and tactile warnings as specified in the Transportation Criteria Manual.

### (c) Number of Ramps

There should be a separate curb ramp for each crosswalk at a corner. It is also preferred to use curb ramps rather than dropped landings. However, the number and design of curb ramps may have to be changed due to sidewalk width, corner radius, adjacent materials, and crosswalk location. With large radius corners it may be necessary to move the ramps

Curb extensions may be used at any corner location, or at any mid-block location, where there is a crosswalk and a parking lane into which the curb may be extended. Curb extensions are not generally used where there is no parking lane because of the potential hazard to bicycle travel.

In Pedestrian Activity Zones, curb extensions are a preferred element for corner reconstruction except where there are extenuating design considerations such as the turning radius of the design vehicle, or transit and on-street parking factors.

Curbs may be extended into one or both streets at a corner. Curb extensions should meet the requirements of the "obstruction-free area" and the "no private use area".

Curb extensions may include transit stops, eliminating the need for the bus to pull out of the travel lane to load and unload passengers.

## **F) Crosswalks**

Sidewalks will not be used to their full potential if pedestrians cannot safely cross intervening streets.

Several facts about pedestrian injuries illustrate the need for good crosswalks<sup>2</sup>. For example, injuries sustained at intersections and crosswalks were much less severe than those sustained away from intersections. Additionally, only 2 of the 71 pedestrians killed in Travis County from 1990 to 1996 were crossing at an intersection or crosswalk- the other 69 people were killed while crossing away from an intersection. 64.4% of pedestrians who were struck by motor vehicles were considered to be in violation of traffic laws, 30.5% not to be in violation, and 5% unknown. Travis County showed a disproportionate number of fatalities of pedestrians attempting to cross the street away from intersections when compared to Texas as a whole.

Good crosswalks have several attributes:

- **Clarity:** it is obvious where to cross and easy to understand possible conflict points with traffic.
- **Visibility:** the location and illumination of the crosswalk allows pedestrians to see and be seen by approaching traffic while crossing.
- **Appropriate Intervals:** crosswalks are spaced closely enough that pedestrians do not have to go unreasonably out of their way to cross a street.
- **Short Wait:** the pedestrian does not have to wait unreasonably long for an opportunity to cross.
- **Adequate Crossing Time:** the time available for crossing accommodates users of all abilities.
- **Limited Exposure:** conflict points with traffic are few and the distance to cross is short or divided into shorter segments with refuges.
- **Continuous Path:** the crosswalk is a direct continuation of the pedestrian's travel path.
- **Clear Crossing:** the crosswalk is free of barriers, obstacles, and hazards.

### **1) Legal Aspects of Crosswalks**

Pedestrians are as much a part of traffic as motorists, bicyclists, and motorcyclists. As part of traffic, pedestrians also have to obey certain laws to ensure the safety of everyone. A pedestrian has the right to cross the street when and where it is safe to do so. Pedestrians must obey all traffic signals and signs.

A crosswalk is any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing. When crosswalks are marked across the road at an intersection, they are the only legal crosswalks on the road at that intersection. When no crosswalks are marked, the law defines a crosswalk at each leg of every intersection as the prolongation or connection of the lateral lines of the sidewalks on each side (or where the sidewalk would be if there is none).

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<sup>2</sup> Trans-Texas Alliance, 1998. *Safe Communities Project*, section 8.



- The push button must be accessible from the level landing at the top of the curb ramp, or from the dropped landing of a parallel curb ramp.

Where necessary, pedestrian call buttons may be located on low posts placed within the obstruction-free area of the corner.

People are often confused by the operation of pedestrian signals. The pedestrian signal indication includes three phases: "walk", flashing "don't walk", and steady "don't walk". Pedestrians are supposed to enter the crosswalk only on the "walk" phase. Pedestrians may continue to cross during the "clearance interval" of flashing "don't walk", but pedestrians should not leave the sidewalk and start crossing during this phase. During the steady "don't walk", pedestrians should not enter the crosswalk.

The delay between the time the pedestrian pushes the call button and the pedestrian signal changes to walk creates uncertainty about whether the button is working. Different intersections have different amounts of time between cycles, and the uncertainty is one factor in the perception that push buttons are pedestrian-unfriendly.

One possible solution to this problem is to install a lighted call button (similar to an elevator call button) to let pedestrians know their request for a walk signal has been received. A lighted call button would also be useful at locations where the signal is operated in different modes depending on the time of day. In some locations the call button is needed only during peak hours; at other times the signal operates in fixed-time mode. In this case, the call button might be lighted at all times when the "walk" phase will occur on every cycle.

Another reassurance for pedestrians might be an LED display above the existing pedestrian signal. The display could count down the number of seconds remaining to the "walk" signal.

## **(ii) Crossing Intervals**

The minimum length of time for the "walk" interval on a pedestrian signal indication is usually 4 to 7 seconds, just long enough for a pedestrian to step off the curb and begin crossing. The length of the clearance interval should be calculated based on crossing the entire street from curb ramp to curb ramp with an assumed crossing speed of 4 feet/second. This assumed crossing speed may be reduced to 3.5 feet/second for pedestrians with disabilities.

Generally, the "walk" interval is made as long as possible given the length of the green signal phase for traffic in the same direction; that is, the "walk" interval is equal to the length of the green signal minus the clearance interval. Where the green signal phase for traffic would otherwise be shorter, the minimum time required to operate the "walk" interval and clearance interval may control the length of the phase.

## **(iii) Conflicting Movements of Pedestrians and Vehicles at Signals**

Conflicts between vehicle movements and pedestrian movements at signals should be avoided where possible.

In the case where an arrow signal is used to indicate a protected traffic turning movement, the green arrow phase is never actuated at the same time as the walk signal for the adjacent crosswalk across which the traffic will turn.

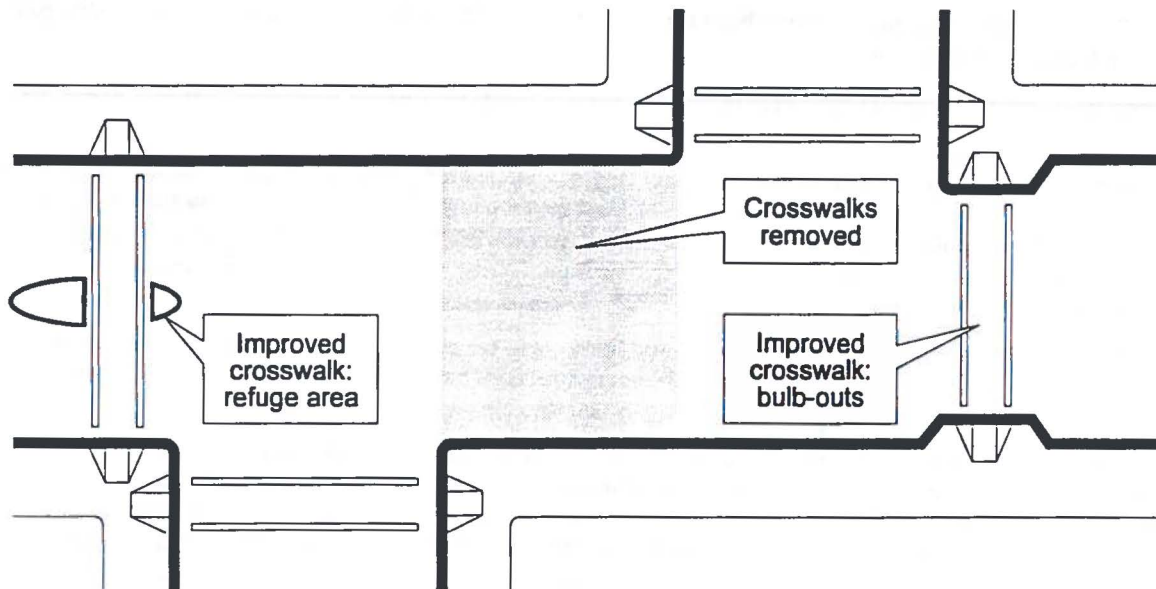
In other cases, such as at a "T" intersection or a turn-only lane, the traffic may have an ordinary green signal (as opposed to a protected arrow), and both the green signal and the walk signal are actuated simultaneously. Motorists are expected to yield to pedestrians in the crosswalk in this situation, but do not always recognize their duty.

A dedicated pedestrian-only phase may be considered to alleviate these potential conflicts, depending on the length of the signal cycle, the traffic impacts, and the motor vehicle traffic on the street. This treatment is especially appropriate in Pedestrian Activity Zones. Pedestrian-only traffic control signals are used at midblock locations, where pedestrian volumes meet the warrants established in the Manual on Uniform Traffic Control Devices. Pedestrian-only signals are always pedestrian-activated.

## **(iv) Crosswalks at "T" and Offset Intersections**

There are many "T" intersections in Austin. These intersections have legal crosswalks, whether marked or not, as shown in Figure 17. The crosswalks on the main street at these intersections have one end landing at a conventional corner, while the other end lands on a straight section of sidewalk. When the crosswalk is not marked on the pavement, the non-corner end of the crosswalk may be difficult to distinguish from a midblock location. In many such existing locations, curb ramps are missing and parking may be permitted across the crosswalk. Pedestrians may need more guidance in these situations.



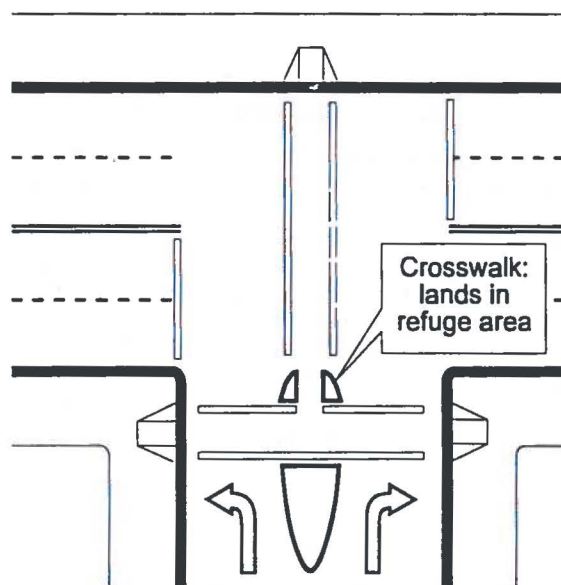


**Figure 19. Improved offset intersection crosswalks to encourage their use. (adapted from the Portland Pedestrian Master Plan)**

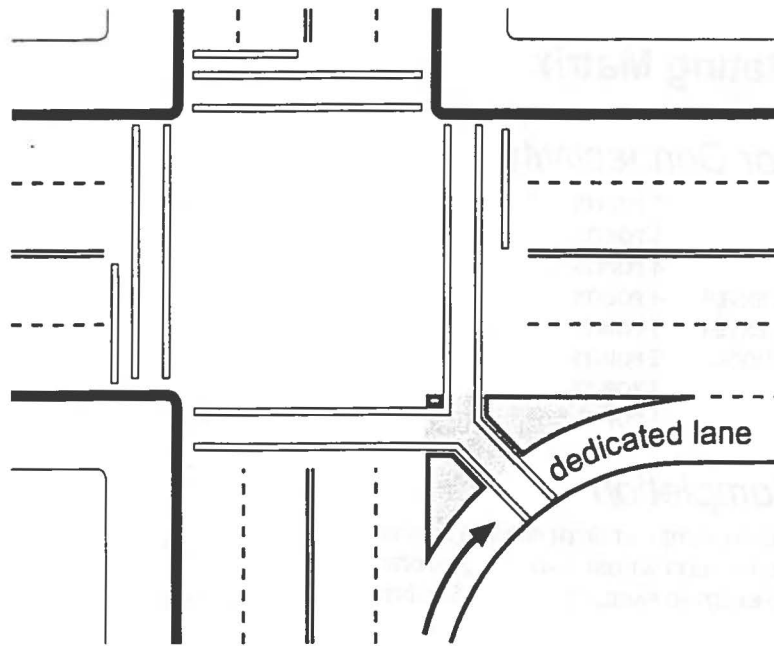
In this diagram, the number of legal crosswalks is reduced from four to two on the main street. In general, enhancement of the outer crosswalks and elimination of the inner crosswalks would be the preferred design at most offset intersections. However, other configurations may be chosen based on the particular site.

At "T" and offset intersections control of parking through signage may be warranted to allow unimpeded pedestrian crossing and good visibility.

Multi-lane "T" intersections may create conflict between turning movements on a green signal and pedestrians crossing on a "walk" signal at the same time, even though traffic is supposed to yield to pedestrians. A design that could reduce this conflict is shown below. This design may be used only if there is no adverse impact on pedestrian line of travel.



**Figure 20. Crosswalk landing on a refuge island between the right- and left-turn lanes. (adapted from the Portland Pedestrian Master Plan)**



**Figure 22. Slip lane leading to a dedicated land.**

Where turning traffic moves into a dedicated lane, speeds through the slip lane are likely to be higher, there may be inadequate gaps for pedestrian crossing, and drivers are likely to fail to yield to pedestrians.

It is appropriate to use pavement markings to indicate the crosswalk location at a slip lane, since both pedestrians and motorists need guidance as to the correct location for crossing.

## **G)Traffic Calming**

The greater the difference in speed between motor vehicles and pedestrians, the more likely a pedestrian is to be killed or severely injured in the event of a collision. For this reason, it is desirable to reduce motor vehicle speeds in Pedestrian Activity Zones and on neighborhood streets where pedestrian activity is likely.

## A) Project Rating Matrix

### 1) Attractor Connectivity

MAJOR EMPLOYER	5 POINTS
UNIVERSITY COLLEGE	5 POINTS
TRANSIT STOP	4 POINTS
LARGE COMMERCIAL CENTER	4 POINTS
SMALL COMMERCIAL CENTER	3 POINTS
PUBLIC OR PRIVATE SCHOOL	2 POINTS
PARK	2 POINTS
COMMUNITY CENTER	1 POINT

### 2) Gap Completion

CONNECTS TO EXISTING FACILITIES AT BOTH ENDS	5 POINTS
CONNECTS TO EXISTING FACILITY AT ONE END	3 POINTS
DOES NOT CONNECT TO EXISTING FACILITY	-5 POINTS

### 3) Safety

#### 1. A. Speed Factor

SPEED LIMIT 45 MPH OR +	5 POINTS
SPEED LIMIT 40 MPH	4 POINTS
SPEED LIMIT 35 MPH	3 POINTS
SPEED LIMIT 30 MPH	2 POINTS

#### 2. B. Lane Width Factor

OUTER LANE WIDTH 11' OR LESS	5 POINTS
OUTER LANE 12'	4 POINTS
OUTER LANE 13'	3 POINTS
OUTER LANE 14'	2 POINTS

#### 3. C. Traffic Volume Factor

ADT 18,001 OR GREATER	5 POINTS
ADT 13,001 TO 18,000	4 POINTS
ADT 8,001 TO 13,000	3 POINTS
ADT 2,000 TO 8,000	2 POINTS

### 4) Land Use Density

CENTRAL BUSINESS DISTRICT	5 POINTS
COMMERCIAL/INDUSTRIAL	4 POINTS
MULTI-FAMILY (HIGH DENSITY)	3 POINTS
MULTI-FAMILY (LOW DENSITY)	2 POINTS
SINGLE FAMILY	1 POINT

### 5) Maintenance

ON-STREET FACILITY	5 POINTS
CONCRETE SIDEWALK OR PATH	2 POINTS
CRUSHED STONE	1 POINT
IN A FLOOD ZONE	-5 POINTS



## B) List of All Goals, Objectives, and Strategies

<b>1</b>	<b>GOAL: PROVIDE A MORE PEDESTRIAN-FRIENDLY TRANSPORTATION NETWORK.</b>	<b>4</b>
1.1	OBJECTIVE: PROVIDE ADEQUATE ACCESSIBILITY TO ALL PLANNED LAND USES.	4
1.2	OBJECTIVE: CREATE A NETWORK OF SIDEWALKS IN TARGETED PEDESTRIAN AREAS THAT ALLOWS PEDESTRIANS TO REACH IMPORTANT DESTINATIONS EASILY.	4
1.2.1	Strategy: Include pedestrian improvements on all arterial and collector networks, and also on selected local urban streets in targeted pedestrian areas.	4
1.2.2	Strategy: Provide sidewalk connections to all transit stops, park and ride lots, and other public transportation facilities to support transit/walking trips.	4
1.3	OBJECTIVE: PROVIDE SIDEWALKS, BENCHES, SHADE TREES, AND OTHER AMENITIES WHEREVER POSSIBLE IN NEW STREET CONSTRUCTION.	4
1.3.1	Strategy: Create incentives for developers, such as narrower pavement requirements on neighborhood streets or lower development fees, to incorporate pedestrian amenities.	4
1.3.2	Strategy: Provide a source of funding in to acquire right-of-way for sidewalks where needed. <b>Error! Bookmark not defined.</b>	
1.3.3	Strategy: Provide a source of funding so that sidewalks will be built at the same time as planned improvements are made to any roadway in the Austin Metropolitan Area Transportation Plan. <b>Error! Bookmark not defined.</b>	
1.4	OBJECTIVE: IMPROVE PEDESTRIAN SAFETY IN PEDESTRIAN ACTIVITY ZONES. <b>Error! BOOKMARK NOT DEFINED.</b>	
1.4.1	Strategy: Reduce turning conflicts by prohibiting right-turn-on red at intersections with high pedestrian traffic in Pedestrian Activity Zones. <b>Error! Bookmark not defined.</b>	
1.4.2	Strategy: Provide pedestrian refuge areas in wide streets in Pedestrian Activity Zones. <b>Error! Bookmark not defined.</b>	
1.4.3	Strategy: Reduce crossing distances on streets in Pedestrian Activity Zones <b>Error! Bookmark not defined.</b>	
1.5	OBJECTIVE: PROVIDE INCENTIVES FOR PROPERTY OWNERS IN PEDESTRIAN ACTIVITY ZONES TO INSTALL BENCHES, SHADE TREES, AND PHYSICAL BUFFERS NEAR THE STREET. <b>Error! BOOKMARK NOT DEFINED.</b>	
1.6	OBJECTIVE: IMPROVED ROAD AND TRAIL NETWORK.	7
1.6.1	Strategy: Build new facilities and repair, maintain and extend existing facilities.	7
<b>2</b>	<b>GOAL: ENCOURAGE DEVELOPMENT PATTERNS THAT ARE MORE COMPATIBLE WITH NON-MOTORIZED TRANSPORTATION</b>	<b>9</b>
2.1	OBJECTIVE: ENCOURAGE COMPACT AND MIXED LAND USES.	9
2.2	OBJECTIVE: CHANGE POLICIES, REGULATIONS AND PRACTICES TO CREATE PEDESTRIAN FRIENDLY ENVIRONMENTS.	9
2.2.1	Strategy: <b>Street Standards</b> - Develop and implement revised street standards for street and sidewalk construction to facilitate walking.	9
2.2.2	Strategy: <b>Land Development Code</b> - Regulations and policy must ensure that all new developments, and changes to existing developments, are built with direct pedestrian connections to residential, commercial and recreational areas, and transit stops, with variances granted only rarely.	9
2.2.3	Strategy: <b>Zoning</b> - Zoning ordinances and compatibility standards should facilitate denser, mixed-use development.	9
2.2.4	Strategy: <b>Street Classification System</b> - Eventually the City should develop a street classification system which ties every street to its land use class and specifies appropriate pedestrian designs.	9
2.3	OBJECTIVE: REQUIRE NEW EMPLOYMENT CENTERS TO INCLUDE PLANS FOR SHOWERS AND LOCKERS.	9
2.4	OBJECTIVE: ENCOURAGE NEIGHBORHOOD ORIENTED COMMERCIAL USES, PARKS, AND SCHOOLS IN OR WITHIN SAFE AND EASY WALKING DISTANCE OF RESIDENTIAL AREAS.	9

4.3.1	Strategy: Strictly enforce public intoxication laws for pedestrians, in addition to driving while intoxicated laws for motorists. ....	11
4.3.2	Strategy: Provide increased enforcement of public intoxication laws in areas with concentrations of bars. ....	11
4.3.3	Strategy: Complement enforcement efforts with free taxi safe-ride home programs for intoxicated pedestrians. ....	11
4.4	OBJECTIVE: CREATE A SYSTEM FOR ACCIDENT REPORTING TO LOCATE PROBLEM AREAS FOR PEDESTRIANS. ....	11
<b>5</b>	<b>GOAL: INCREASE SECURITY FOR PEOPLE WHO CHOOSE TO WALK. ....</b>	<b>12</b>
5.1	OBJECTIVE: INCREASE VISIBILITY OF POLICE OFFICERS IN PEDESTRIAN ACTIVITY ZONES. ....	12
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## Memorandum

TO: Stuart Strong, Division Manager Planning and Design  
Planning and CIP  
Parks and Recreation Department

FROM: Glen Taffinder, Engineer B  
Watershed Engineering and Field Operations Division  
Watershed Protection Department

DATE: December 7, 1999

SUBJECT: The Gardens at Bull Creek – Regional Detention Facility  
CIP 486-617-2500

---

Request to the Land and Facilities Committee to modify the current recommendation.

**Current Recommendation:**

**Make a Recommendation to Council regarding Water quality and Detention Facility on the Hanks and Gardens of Bull Creek Area.**

George Oswald from the Watershed Protection Department gave a brief presentation noting that this facility is proposed to be built on Balcones Canyonland Preserve (BCP) property. A small encroachment onto the BCP is necessary for flood protection for areas of Bull Creek. Staff recommends alternative #3 which would have the least impact to the preserve. PARD staff has requested that construction take place around the nesting period and not during it. Construction is expected to start in a year at a cost of \$700,000 for flood control and \$600,000 for water quality enhancement. There will be no impact on the Jollyville salamander.

Mary K. Isaacs made a motion that the board support alternative #3 with the provision that the maximum amount of care taken, that construction be done at the time of year it would not be detrimental to the species being protected, and that special care be taken to minimize the physical



impact on the land. Elaine Carter seconded. The vote in favor was 8-0 (Librik, Holder, Isaacs, Carter, Castleberry, Francell, Kim Cruz-Torres).

### **Modification Request Number 1:**

#### **Request:**

Add text to the recommendation that acknowledges that a drainage use agreement is required.

#### **Justification:**

Permit will not be approved without a Drainage Easement, which requires the approval of City Council of a drainage use agreement.

## **Modification Request Number 2:**

### **Request:**

Change the wording

### **FROM:**

"PARD staff has requested that construction take place around the nesting period and not during it."

### **TO:**

"PARD staff has requested that construction begin before the nesting period and not during it. The phase of construction that removes any tree or trees must take place before the nesting season."

### **Justification:**

1. Consultation with the US Fish and Wildlife services resulted in a requirement that construction not begin during the nesting season, but no objection to construction occurring during the nesting season. The reasoning being that if there is no tree to build a nest, then the birds will find another tree.
2. Item number 1 has been incorporated into the Environmental Assessment for this project (page 24).
3. The EA has been reviewed by Mark Sanders of PARD with no objections.
4. The boundary fence between the Gardens at Bull Creek and Spicewood at Bull Creek will not begin construction until the commencement of the Dam construction (page 29 of the EA).

*Ans.*



## Memorandum

TO: Juan Valera, Division Manager  
Natural Resources Division  
Parks and Recreation Department

FROM: George E. Oswald, P.E., Division Manager  
Watershed Engineering and Field Operations Division  
Watershed Protection Department

DATE: December 7, 1999

SUBJECT: The Gardens at Bull Creek – Regional Detention Facility  
CIP 486-617-2500

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In accordance with the memorandum from you dated July 22, 1999 and with the Environmental Assessment dated November 19, 1999, the Watershed Protection Department will provide the mitigation measures in the form of funds for the construction of a northern boundary fence and approximately 1000 liner feet of deer fencing. In addition, unforeseen habitat problems for the Jollyville salamander will be addressed by partnering with the Parks and Recreation Department staff to achieve the best solutions.

If you have questions or need further assistance, please contact Glen Taffinder at 499-3381.

Sincerely,

George E. Oswald, P.E.

XC: Mapi Vigil, P.E., Watershed Engineering and Field Operations Division  
Glen Taffinder, P.E., Watershed Engineering and Field Operations Division



# City of Austin

Founded by Congress, Republic of Texas, 1839

Municipal Building, Eighth at Colorado, P.O. Box 1088, Austin, Texas 78767 Telephone 512-499-2000

DATE: July 22, 1999

TO: George Oswald, Watershed Engineering and Field Operations Division

FROM: Juan Valera, Division Manager, Natural Resources Division, Parks and Rec

Subject: Follow up regarding specific mitigation measures discussed at the Parks board meeting on July the 20th.

The Austin Parks board meeting on July the 20th was productive and positive regarding the needs of the flood control project, and protection of the Jollyville salamander and the golden-cheeked warbler. I was pleased that the dam was moved to avoid several large live oaks. Below are the specific measures that WSPD staff discussed and agreed to.

## Mitigation measures:

- \* WSPD will transfer to PARD the necessary funds to fence the northern boundary of Gardens at Bull Creek, which will include extending the fence from the northwest corner point of Gardens at Bull Creek north to the northern end of the Hanks property. PARD staff will seek bids for this project. Our personnel will oversee the installation of this fence.
- \* Another transfer of funds for approximately 1000 linear feet of deer fencing to be installed in the open fields along upper bull creek. PARD staff will seed bids and oversee the installation of this fencing.
- \* In the future if the dam causes unforeseen habitat problems for the Jollyville salamander, your department will work with our staff on ways to remedy these problems.

PARD requests that the revegetation effort as shown in the plan be modified. The plantings should be evenly distributed throughout the open field and irrigation lines extended to these new sites.

If there is any disagreement, please let Mark Sanders know. He can be reached at 480-3060, or paged at 613-3856.

cc: Glen Taffinder WSPD  
Mike Lyday WSPD  
Robert Hansen WSPD  
David Johns WSPD  
Parks Board Facilities Committee





## MEMORANDUM

**TO:** Parks and Recreation Board

**FROM:** Jesus M. Olivares, Director  
Parks and Recreation Department

**DATE:** December 14, 1999

**SUBJECT:** Naming of Parkland Recommendation

The Parks and Recreation Department has received a request to name a portion of the Bouldin Creek Greenbelt, formerly known as East Bouldin Creek Park, for Nicholas Dawson.

Mr. Dawson, 1864 – 1939, was a businessman and developer of the Bouldin Creek neighborhood. He also represented Travis County in the Texas Legislature around 1890. His sister, Mary (Molly) Dawson, was a teacher and principal in South Austin. Molly Dawson Elementary School is named for her.

When the Parks and Recreation Department purchased land for this park from the Dawson family each of the three contracts for sale requested that the City process an application to name the park as the "Nicholas Dawson Park".

The Land and Facilities Committee reviewed the naming request on November 16, 1999 and the request was approved for consideration by the Board.

Jesus M. Olivares, Director  
Parks and Recreation Department

Ronnie Dittmar  
904 Ebony St.  
Austin TX 78704  
512-442-8120  
rdittmar@austin.rr.com

September 14, 1999

To: Mr. Stuart Strong  
City of Austin Parks and Recreation Dept.

Dear Mr. Strong,

As we discussed on Tuesday, here is a short history of Nicholas Dawson, to be used for the application of name change for E. Bouldin Creek Park.

Nicholas Dawson, born 1864, deceased 1939, was one of the earliest developers of the Bouldin Creek neighborhood. He built a trolley south of Congress Avenue bridge and up Bouldin Avenue around 1900, represented Travis County in the Texas Legislature around 1890, and built many of the neighborhood houses that still stand, a tradition continued by his son Joe J. Dawson, 1903-1982.

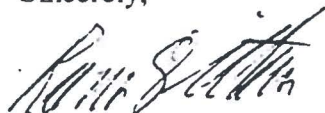
Nicholas  
Joe

Nicholas's father, also known as Nicholas Dawson, one of the original Forty-Niners in the California gold rush, settled in 1851 in a covered wagon next to East Bouldin Creek, near the "swimming hole" adjacent to the current parkland. His sister, Mary 'Molly' Dawson, was a teacher and principal of Fulmore School, which was then grades 1-8, and the only school in South Austin. Molly Dawson Elementary School on S. 1st Street is named for her.

Over the years, most of the remaining family properties were gifted to the daughters and grandchildren of Joe and Audrey, and when Audrey died in February 1993, the daughters sold those tracts, which are now our park, to the city. Within each of the three contracts for sale of the various tracts, the city agreed to "Dedicate the Property to parkland and process an application to name the park as the Nicholas Dawson Park."

Please let me know if I can be of any further assistance in submitting the application for name change.

Sincerely,



Ronnie Dittmar



## MEMORANDUM

**TO:** Park and Recreation Board Members

**FROM:** Jesus M. Olivares, Director  
Parks and Recreation Department

**DATE:** December 14, 1999

**SUBJECT:** Temporary Access and Construction Easement on Parkland  
at Sendera South Subdivision

Milburn Homes is the developer of Sendera South Subdivision; formerly a part of Maple Run MUD located in south Austin between Slaughter Lane and Slaughter Creek (see Attachment 1). The parkland shown on Attachment 1 was deeded to the MUD and then came under City ownership in 1995, when the City annexed and dissolved the MUD. The entire park tract is a drainage easement.

The Sendera South housing development immediately north of this parkland will have a detention pond that will drain under and then onto parkland, as shown on Attachment 2. The developers will need a Temporary Access and Construction Easement in order to construct the drain line. PARD and the Board are the grantees of this Easement.

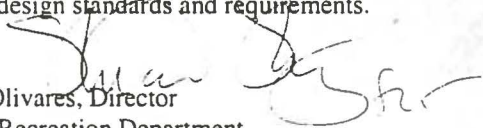
A 6" diameter drainpipe will extend underground from the pond to the park property line, then continue underground on parkland for approximately 100' before emerging at ground level. The trenching for the pipe will create minimal ground and plant disturbance. The pipe will emerge from a small concrete headwall. Water drained by the pipe will flow onto a concrete apron. The apron will be surrounded on three sides by a 2' wide gabion basket. The basket will be covered with soil and revegetated per typical City standards. The Land and Facilities Committee reviewed and approved the Easement at its December 7, 1999 meeting, with the following mitigation requirements:

- ◆ That the drainline be designed to result in minimal physical and visual impact to the parkland; and
- ◆ That the disturbed areas be revegetated; and
- ◆ That the developer hire a qualified arborist to conduct an oak wilt survey of the 22-acre parkland tract and provide management recommendations based on findings for PARD.

I recommend an additional requirement:

- ◆ That the arborist's survey and report be completed within 60 days of approval by the Planning Commission of the Sendera South Section 4 Subdivision.

The developer has agreed to all of these conditions. I recommend approval of the Easement with all of the foregoing design standards and requirements.

  
Jesus M. Olivares, Director  
Parks and Recreation Department



# ATTACHMENT 1

